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# Palmetto Aviation

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Two Smugglers Die  
in DC-4 Crash... Page 3







**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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**BALES OF MARIJUANA** lay strewn about the crash site in McCormick County where a DC-4 crashed Nov. 19. The aircraft was carrying 209-75 pound bales of the weed from Colombia, South America to a landing strip in McCormick County. (Aeronautics Commission photo)

## ***Leave Approach Aids On Commissioners Say***

The S.C. Aeronautics Commission reminds airport managers that landing aids such as VASI's, and REILS (Runway End Identifier Lights) aren't much use if turned off.

At last month's commission meeting, Commission vice-chairman Ralph Schmidt said he had found such aids off at a couple of airports recently.

"We give them money for these things," Schmidt said, "And I think they should be left on so people can use them."

Commission director John W. Hamilton agreed and suggested putting in language to that effect in future grant agreements.



# Two Pay with Lives in Smuggling Attempt

Two pilots who had hoped to make a lot of fast money ferrying a load of marijuana from South America paid with their lives recently when the DC-4 they were flying developed a problem and slammed into the trees in northern McCormick County.

The aircraft was carrying 15,675 pounds of Colombian marijuana valued by police at about \$6.5 million. The four-engine cargo plane was apparently only a few miles from its intended landing site in a pasture when it went down about 6 a.m. Nov. 19.

NTSB investigators have not yet determined the cause of the crash, but preliminary investigation indicates an inflight fire and a problem with the number three engine, which was not running at the time of the crash.

Killed were James Robert Davis, 56, of Sherman Oaks, Ca. and John Sherman Lundelius, 43 of Homestead, Fla. Both men were professional pilots. Lundelius was on leave from Air Jamaica where he worked as a pilot.

U.S. Drug enforcement Agency (DEA) officials say marijuana smuggling has increased significantly during the last 12 months and that South Carolina continues to be a key point of entry because of its geographical location.

Landing sites are in South Carolina, and Georgia are frequently picked by air smugglers because these states have a lot of remote areas and they are about as close to major eastern population centers as you can get (on a run from South America) before running out of fuel.

About 95 percent of the marijuana which comes into this country comes from Colombia, specifically from the

northern coast, northeast of Riohacha. Generally the smugglers like to fly back to the U.S. non-stop to minimize their chances of detection and the farther north they can get, the better they like it.

DEA officials say a planeload of pot in South Florida won't bring near as much as it would if it landed in New York.

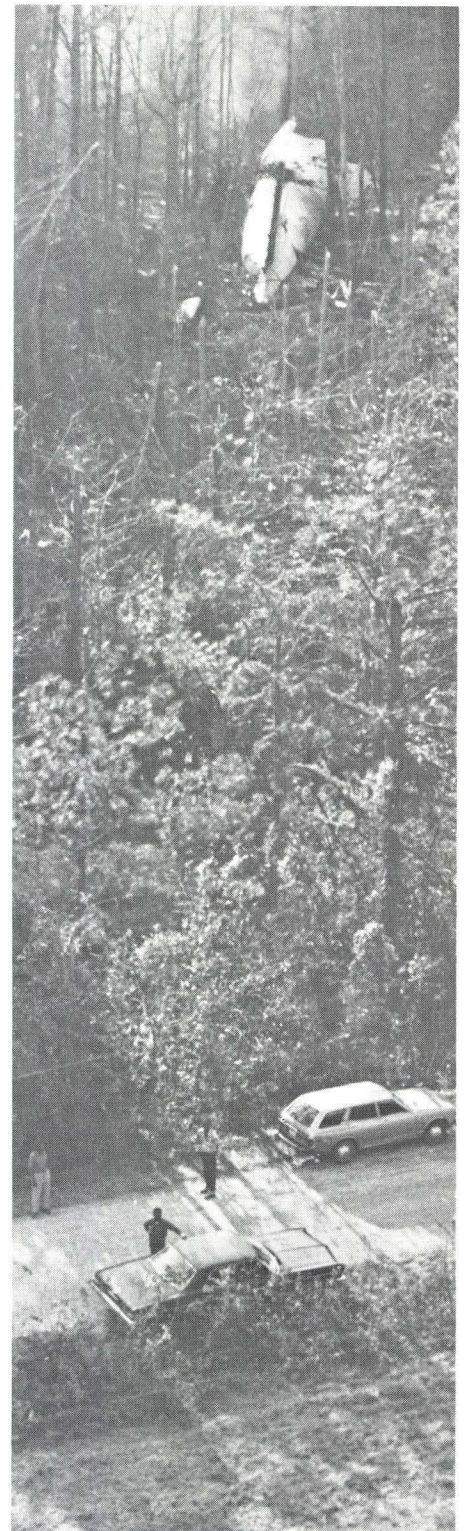
"They (the smugglers) will demand a higher price, for example, if they take it into Boston or Martha's Vineyard as opposed to South Florida where they have to truck it 1,000 miles," an official said.

More and more, the DEA said, they are finding that the smuggling is controlled by large, well financed groups that are highly organized and well-equipped.

Earlier this year another DC-4 was abandoned at Lancaster airport with more than 5,000 pounds on board after it missed its rendezvous point. In January, SLED and the DEA arrested several persons as they were unloading marijuana from a twin-engine Cessna at a Darlington County Airport. George A. Gedra, owner of Gedra Air Service, was arrested and later indicated for conspiracy in that raid.

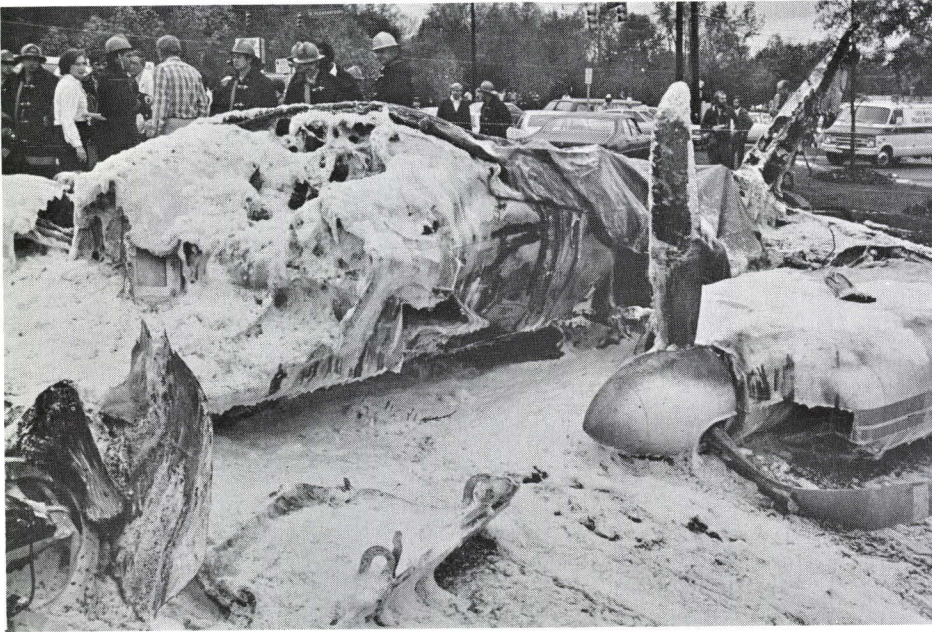
The majority of marijuana coming into this country probably comes in by boat, but the major suppliers like to supply air smugglers because they can get a quicker return on their money.

The DEA estimates that for every smuggler who is caught, perhaps 10 others get through. Many pilots have been tempted, and no doubt will be in the future by offers of \$50,000 to \$70,000 to fly a load into the country but hopefully reason will prevail when they consider the risks involved.



**THE FUSELAGE** of a marijuana-carrying DC-4, its wings and horizontal stabilizer shorn off by pine trees, lays in the McCormick County woods where it crashed about 6 a.m. Nov. 19. The airplane was only a short distance from its intended landing site, according to DEA officials. (Aeronautics Commission photo).





**BANKAIR'S Piper Navajo Chieftain, covered with fire-fighting foam, sits in the Steak and Ale restaurant parking lot shortly after it crashed Nov. 2, killing the pilot and four of the six passengers. (Aeronautics Commission photo)**

## Faulty Mixture Suspected in BankAir Navajo Crash

Federal accident investigators say the left engine on the BankAir Navajo Chieftain which crashed in Greenville Nov. 2 was burning a faulty mixture.

That would account for the reported smoke trailing from the engine but investigators still do not know why the airplane was unable to return to the airport on one engine.

When advised his engine was trailing smoke, the pilot acknowledged and told the tower he was returning to the airport. However, he was unable to maintain altitude. He struck a power line and crashed a short distance away in the parking lot of the Steak and Ale restaurant.

Killed was pilot Fred Grunke, 59, and four of the six passengers. Investigation into the crash is continuing.

The BankAir crash is the third Navajo crash this year. On Oct. 8, a Navajo flown by ComAir crashed in Covington, Ky. killing all seven passengers and the pilot; and earlier this year, in January, a non-fatal Navajo crash occurred in Laconia, New Hampshire.

Accidents involving other commuter airlines have alarmed the National Transportation

Safety Board (NTSB) enough to prompt it to call a full board hearing (all five members) Jan. 28 to look into commuter accidents. This is only the second time a full board hearing has been held since investigation of U.S. aviation accidents began in 1940.

James King, NTSB chairman, said the board has seen "recurring themes" in its accident investigation for commuters over the last several years.

"Deficient company operations and maintenance programs, poor training programs and disregard for the federal safety requirements are cited as casual factors again and again," he said.

King said accident data compiled by the safety board showed a 100 percent increase in the number of fatal accidents for commuters during the first seven months of this year over the comparable period in 1978. He also said that preliminary figures for the year show commuters with an accident rate more than six times greater than U.S. air carriers. "If we look at fatal accidents," King said, "this rate jumps to seven and one half times."

## Airport Update

Three General Aviation Airports in South Carolina have been allocated funds for airport improvements under the 1980 Airport Development Aid Program (ADAP).

The FAA has approved an allocation of \$246,766 for the Beaufort County Airport to pave, mark and light a re-aligned runway and build a stub taxiway. The present 04-22 runway will be shifted about 20 degrees, to a 06-24 alignment, so the approach end will not abut S.C. 21 which runs nearby.

Site preparation and drainage work began recently and is being funded from an ADAP grant which was allocated out of 1979 fiscal year funds.

\* \* \*

An allocation of \$87,133 has been approved to acquire land for transition areas and to relocate a road at the Greenville Downtown Airport.

\* \* \*

And the FAA has approved an allocation of \$40,184 to install safety fencing and four additional threshold lights at Spartanburg Downtown Memorial Airport.



## FAA Says No to Three-Engine Turbo-Prop DC-3

The Federal Aviation Administration has decided not to give the 40-year-old DC-3 a new lease on life as a three-engine prop jet.

FAA said replacing the two reciprocating engines on the DC-3 with turbopropeller engines and installing a third turbo-propeller engine in the nose raised serious safety questions that could be resolved only by complete recertification of the airplane. This means that a three-engine DC-3 would be treated as a brand new airplane and have to meet the same safety standards as other new transports applying for an FAA type certificate.

The FAA decision in effect kills the prospects for a three-engine DC-3 prop jet, since recertification is neither practical nor feasible. The DC-3 was designed to airworthiness standards in effect four decades ago, and extensive redesign of the airplane would be required to meet current certification requirements.

Last year, FAA issued a notice of proposed rule making that would have permitted approval of the three-engine DC-3 under special conditions. The notice was based on a petition for rule making from Specialized Aircraft of Van Nuys, Calif., developer of the three-engine DC-3 concept.

Dissenting comments were received from the builder of the DC-3, the Douglas Aircraft Co., now a part of the McDonnell-Douglas Corp., and from the Canadian Ministry of Transport.

In rejecting the petition, the FAA concluded that it could not determine whether the three-engine DC-3 "provided a minimum level of safety" without following the type certification procedure.



## FOR SALE 1972 Cessna 180 Used by S.C. Wildlife Department For Patrol Work

Full IFR panel: KX 175 nav com, KR 85 ADF, KN 60C DME, KT 75R transponder, KMA 20 audio amp and marker beacon receiver, dual VOR's, glide slope receiver. Extended range tanks, 1225 hrs. on factory new engine, 4400 hrs. total time on airframe, 250 hrs. since prop overhaul, August annual.

Bids will be received by the State Surplus Property Office, Boston Avenue, West Columbia, S.C. for the sale of this aircraft. Bids will be opened at 11 a.m. Jan. 15 in the Surplus Property Office.

The property is offered for sale "as is" and "where is" at the point shown. No guarantee of its description, condition or value is given and those submitting bids are expected to examine the property and determine for themselves information they desire concerning it.

The aircraft is located at the S.C. Aeronautics Commission offices, Columbia Metropolitan Airport. It may be inspected from 9:30 a.m. to 3:30 p.m. Monday through Friday. For bid forms and further information contact Bill Goodwin, South Carolina Aeronautics Commission 803/758-8036.

## Air Carrier Airports Get Funds

The FAA has committed \$944,400 to Charleston Airport, \$812,483 to Columbia Metropolitan and \$430,537 to Myrtle Beach jetport for improvements at those facilities. The money is part of a \$3.9 million allocation made to air carrier airports under the 1980 Airport Development Aid Program.



## Written Test Centers in South Carolina

The following written test centers have been designated by the Columbia GADO to administer certain written tests. The fee will be \$10.00 for any written test.

**North American Institute of Aviation, Conway, South Carolina**, will begin giving written tests on Saturday, December 15, 1979. Tests will be administered, by appointment only, each Saturday, between hours of 9:00 a.m. and 5:00 p.m. For appointments, please contact Stan Frie, Larry Larsen or Roger Vaarum at 803/397-9111.

**Carolina Aviation, Inc., Greenville, South Carolina**, will begin giving written tests on Wednesday, December 12, 1979. Tests will be administered, by appointment only, each Wednesday and Saturday, between the hours of 8:00 a.m. and 4:00 p.m. For appointments, please contact Ray Allen or Jim Tumlin at 803/242-4201.

These two testing centers will **only** administer the following written tests:

Private Pilot-Airplane	*Airline Transport Pilot-Airplane
Commercial Pilot-Airplane	Flight Instructor-Airplane
Instrument Rating-Airplane	Fundamentals of Instructing

**Trident Technical College, Charleston, South Carolina**, will begin giving written tests on Saturday, January 5, 1980. Tests will be administered, by appointment only, on the first and third Saturday of each month, between the hours of 9:00 a.m. and 3:00 p.m. For appointments, please contact Margaret Giddens, David Guerin or Charles Lee at 803/747-8151 or 803/744-0116.

This testing center will administer the following written tests:

Private Pilot-Airplane	*Aviation Mechanic General
Commercial Pilot-Airplane	*Aviation Mechanic Airframe
Instrument Rating-Airplane	*Aviation Mechanic Powerplant
*Airline Transport Pilot-Airplane	**Flight Engineer-Basic
Flight Instructor-Airplane	**Flight Engineer-Turbojet

Any written tests not listed above will be administered only at the GADO in Columbia, South Carolina, Mondays through Fridays, between the hours of 8:30 a.m. and 5:00 p.m.

\*Requires authorization from GADO prior to taking test.

\*\*May require authorization from GADO prior to taking test.

## Fritz Weickhardt Promoted

Vernon B. Strickland, President of Hawthorne Aviation announced recently that A.F. (Fritz) Weickhardt has been promoted to the position of Assistant General Manager of the Charleston fixed base operation. Prior to his promotion Weickhardt was Director of Customer Services for Hawthorne.

Strickland said, "We are impressed with the leadership

qualities that Mr. Weickhardt has brought to his efforts here at Charleston, and are confident that this appointment will substantially strengthen the management team of the Charleston operation."

Weickhardt is originally from Washington, D.C. He now resides in Summerville. Prior to joining Hawthorne in March of this year, Mr. Weickhardt was with the U.S. Air Force in Hawaii.

## Funding Recommended For AST Research

The Director of the Office of Technology Assessment (OTA) has recommended that NASA spend a "moderate level" of research and development funds on an advanced supersonic transport (AST).

Speaking to the House Science and Technology subcommittee recently, OAT director John Gibbons said continued research is necessary to "reduce some of the technical uncertainties."

Gibbons said most manufacturers agree now that the technology is not yet available to produce a supersonic airplane that would be considered a "justifiable risk."

However, he said, OAT believes that an acceptable and economically viable AST could be developed and could play a significant role in the long-range, overwater travel market by the end of the century.

Gibbons said supersonic aircraft can carry about twice as many passengers a day as can a subsonic plane. The major drawback, in the past, has been that the greater cost outweighed the productivity gain.

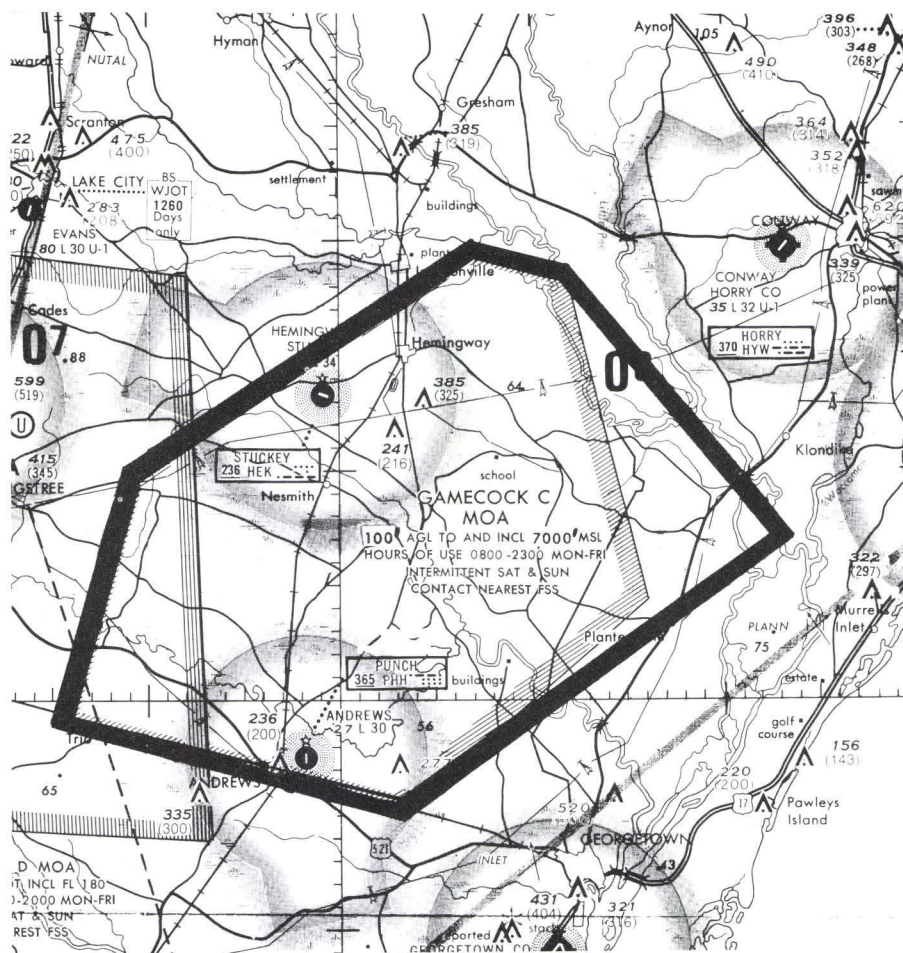
"Over time, this cost has been decreasing. The difference in the potential cost of supersonic aircraft compared to subsonic aircraft has been shrinking. While rising energy costs could slow the trend, it is reasonable to expect that this convergence will continue through technological improvements.

"The question to be answered now, is whether the long range promise of an advanced supersonic transport—one that may be designed five to 10 years from now—is sufficient to justify the investment in getting the technology ready," Gibbons said.

He said one of the most important factors affecting aircraft design will be the type, price and availability of fuel in future years.



# Gamecock C MOA to be Expanded



The Federal Aviation Administration (FAA) has decided to expand the Gamecock C Military Operations Area (MOA) and revise the operating altitudes as requested by the Air Force.

As noted in the August news-letter, the Air Force wanted the area enlarged so their jets wouldn't inadvertently fly out of the boundaries and it wanted the base lowered from 500 to 100 feet to provide low altitude training for A-10 pilots.

The FAA said most of the comments objecting to the proposal opposed it on the grounds that the expanded MOA would be a threat to general aviation activity at airports underlying the MOA.

"Andrews and Hemingway-Stuckey are the only known airports underlying Gamecock C, and the U.S. Air Force will continue to assure that the integrity of the instrument operations at these airports will be maintained," the FAA said.

The effective date of the expanded MOA will be Jan. 24, 1980.

## Breakfast Club



The South Carolina Breakfast Club will fly in to North Myrtle Beach Airport and have Breakfast at Don's Pancake House Dec. 30.

The club will meet at the following locations in January:

- Jan. 13 Florence, at the Airport Restaurant
- Jan. 27 Lugoff Airport, at the Holiday Inn

## \$2,500 REWARD

For Information Leading to Recovery of Stolen Helicopter  
1967 Bell 206A, N135IX

Serial number 004; Blue and White with Tan Trim  
Stolen from Cheraw, South Carolina Oct. 20, 1979

### Contact:

Marshall B. Dean  
United States Aviation Underwriters  
100 Peachtree St.  
Equitable Building--Suite 535  
Atlanta, Ga.  
Phone: 404/522-9978





**SOUTH CAROLINA  
AERONAUTICS COMMISSION**

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*Seasons Greetings*



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